

## **Policy 3.7.1      Air Quality — Goals, Policies and Action Statements**

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### **Goal 3.7A.      Improve Sunnyvale's Air Quality and reduce the exposure of its citizens to air pollutants.**

Policy 3.7A.1      Require all new development to utilize site planning to protect citizens from unnecessary exposure to air pollutants.

#### Action Statements

3.7A.1a. Evaluate new development with potential sources of odors or criteria air pollutants to determine whether it is appropriate for them to be located near existing or planned residential development or sensitive receptors.

3.7A.1b. New residential zones or residential development in non-residential zones should not be permitted near existing sources of TAC's, unless it can be shown through a Health Risk Assessment that no unacceptable health risk is created.

3.7A.1c. New residential development should be located at least 15 feet from the property line along major streets or intersections unless a lesser distance can be demonstrated to not expose residents to unhealthful pollutant concentrations.

Policy 3.7A.2      Reduce automobile emissions through traffic and transportation improvements. Since traffic congestion delays increase the level of emissions, congestion management has air quality benefits.

#### Action Statements

3.7A.2a. Develop and maintain a balanced transportation system in Sunnyvale by promoting pedestrian, bicycle and transit modes of travel.

3.7A.2b. The City should give high priority to traffic improvements that improve vehicle operating conditions (average speed, delay) such as signal timing improvements, signal synchronization, turn lanes, etc. BAAQMD guidance developed for the CMP program deficiency plans defines such improvements.

### **Goal 3.7B      Reduce air pollution impacts from future development**

Policy 3.7B.1      Utilize land use strategies to reduce air quality impact.

#### Action Statements

3.7B.1a. Promote extension of transit systems, and locate higher density development/redevelopment along transit corridors.

3.7B.1b. Promote mixed land use development that provides commercial services such as day care, restaurants, banks and stores near employment centers, reducing auto trip generation by promoting pedestrian travel. Promote neighborhood commercial and park uses within residential developments to reduce short auto

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trip generation by making pedestrian and bicycle trips feasible (for example, require sidewalks, bike trails and bicycle parking areas).

- Policy 3.7B.2 Assist employers in meeting requirements of Transportation Demand Management (TDM) plans for existing and future large employers and participate in the development of TDM plans for employment centers in Sunnyvale.

### Action Statements

- 3.7B.2a. Enforce the provisions of the City's TDM ordinance covering businesses employing 100 or more persons.
- 3.7B.2b. Amend the City's existing TDM ordinance to comply with the BAAQMD's Trip Reduction Rule.
- 3.7B.2c. At the appropriate time, the City should explore the feasibility of seeking delegation of regulations which would affect smaller employers located within multi-tenant complexes, which are not included in the Trip Reduction Rule authority from the Bay Area Air Quality Management District.

- Policy 3.7B.3 Apply the Indirect Source Rule to new development with significant air quality impacts. Indirect Source review would cover commercial and residential projects as well as other land uses that produce or attract motor vehicle traffic.

### Action Statements

- 3.7B.3a. Increase densities near transit stations.
- 3.7B.3b. Develop requirements for bicycle and pedestrian facilities.
- 3.7B.3c. Require site design to encourage transit circulation and stops/waiting areas for transit and carpools.
- 3.7B.3d. Consider controls to decrease vehicle idling emissions caused by "drive-through" operations.

## **Goal 3.7C Make a contribution towards improving regional air quality.**

- Policy 3.7C.1 The City should actively participate in regional air quality planning.

### Action Statements

- 3.7C.1a. The City should work with regional air quality planning agencies such as the Bay Area Air Quality Management District, Metropolitan Transportation Commission, Association of Bay Area Governments, and Congestion Management Agency in the development and implementation of regional air quality strategies.
- 3.7C.1b. Continue to monitor federal and state legislation regarding air quality issues.

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Policy 3.7B.2 Improve opportunities for citizens to live and work in close proximity.

### Action Statements

3.7C.2a. In the long term, the City should encourage a better balance between jobs and housing than currently exists in Sunnyvale to reduce long distance commuting.

3.7C.2b. The City should encourage affordable housing.

Policy 3.7C.3 Contribute to a reduction in regional vehicle miles traveled.

### Action Statements

3.7C.3a. The City should support and actively promote the expansion and improvement of local and regional transit systems providing service to Sunnyvale.

3.7C.3b. The City should be a leader in implementing the Transportation Control Measures (TCMs) that are included in the Bay Area '91 Clean Air Plan, the regional plan required under the California Clean Air Act. The Plan currently includes 23 TCMs. Of these the following identify cities as an implementing agency:

- TCM 1: Expand Employer Assistance Programs
- TCM 2: Adopt Employer-Based Trip Reduction Rule
- TCM 9: Improve Bicycle Access and Facilities
- TCM 12: Improve Arterial Traffic Management
- TCM 13: Transit Use Incentives
- TCM 15: Provide Carpool Incentives
- TCM 16: Indirect Source Control Program
- TCM 18: Zoning for Higher Densities Near Transit Stations
- TCM 10: Air Quality Elements for General Plans

Policy 3.7C.4 Reduce Emissions from City of Sunnyvale fleet vehicles

### Action Statements

3.7C.4a. As a large employer, the City will provide leadership in the implementation of air quality programs such as the Trip Reduction Ordinance.

3.7C.4b. The City will evaluate the development and implementation of a program to introduce and expand the use of alternative, cleaner fuels in its fleet of vehicles.

(Adopted by Resolution 166-93 (7/13/93))

Lead Department: Department of Public Works